

S.W. of it, and with a warp to the *Yacagles*, I managed to have the *King's* stem within fifty feet of the wreck, and then got our diving-bell in position. Water clear, so that one could look down and see the white girdle railings parallel with the wreck, and the *Yacagles* were in the water. I went into the treasure room with gun, cotton, and, during the day, got up 13 boxes, containing \$4,500. The next day, after exploding another charge of gunpowder, I got up 10 boxes, containing \$3,000 for opium. Instead of its being stored against the after bulkhead, as the captain informed me, the divers found none in bags, and I then learned from the conspector that the opium was in boxes, and that the boxes were on the Canton cargo abate. The opium. We then began to work the after hatch, to make a passage through the holes of yarn, but after getting up 10 boxes, containing \$3,000, I was told that it was from the southward obliged us to quit work and swing clear of the wreck. I hung on all night, hoping that the wind and sea would moderate this morning, as the barometer was high, and the wind was light. The sea was moderate, and although I was both to leave without the opium, I felt that it would be imprudent to hang on any longer, as the rocks were only a hundred yards away, and the divers were in a very precarious position, so in an emergency, I got under weigh and went round to the north side of the island, where we got our gear on board from the sampan, and at 7 a.m. we started for Ningpo. At 10 a.m. we were within 10 miles of the island, having made with a strong fair wind most of the time, six knots an hour. This afternoon it has blown strongly from S.E. and we could not make more than four knots an hour.

Ningpo, June 25th.—Through Mr. McCaslin I have shipped the treasure per *Koehling* to Messrs. Siemssen & Co., and have instructed him to insure it in the North-China and Union offices, and to send it to Shanghai, and to return to Hongkong, and are going to Shanghai and will return Tuesday morning. I have work to do making repairs, and the engine needs something, so that it will not be ready to start until the 27th inst. I am, therefore, and hope to get the opium speedily to Yonkers.

JOHN P. ROBERTS.
Steamer Yling, June 27th, 1890.

THE CHINESE NAVY.

The Chinese Government has allowed Captain Lang, R.N., to occupy the position which was no longer tenable, of Co-Admiral in the Chinese service, and in so doing has declared, for the third time, by acts more authoritative than words, that the Chinese Government is not prepared to assign to a position of trust in her militant services. The embezzlers under which this fixed policy has been covered up in order to make this service palatable to the Captain Lang, and the Government, the rule of the English Admiralty have been creditable to Chinese incapacity—a kind of astuteness which we have never denied to them; and the unfortunate position of the Chinese Navy has been shown off was also in harmony with Chinese nature. Those who have dealings with Chinese Officials know that such things are, so to speak, "all in the day's work." It is not only the Chinese Government, but the Chinese Navy which led to the unenviable discovery by Captain Lang that he had been the victim of mismanagement; and that the "Viceroy" in giving him the position of Co-Admiral, had intentions which Captain Lang was not, at the time permitted to penetrate. Nor is it of primary importance to enquire how far His Excellency's action was justified, or whether or not such men are, whether he also is the slave of a system which is bound fast in the traditions of the Empire. The question which really interests us is whether or not the Chinese Navy is a fighting and either friendly or potentially hostile to the development of her militant strength is what attitude she intends finally to take up toward those external influences from which she is being kept by her own policy of escape. Thirty years' experience of more or less amiable foreign interferences, during which time foreign auxiliaries have been employed and extensive use has been made of Western teaching and instruction, the act of War, has failed to eradicate from the Chinese mind the constitution of distrust of foreigners which is one of its most characteristic features. This is not a matter of course, but it is a matter for careful observation, for though without historical justification (all her traitors having been pure Chinese), the feeling displays itself in many circumstances, and it is therefore a factor to be reckoned with in all foreign intercourse with China; and in all estimates that may be made of the state and prospects of the country.

It is not a matter of course, but it is a matter in every capacity, is a patriotic and patriot-loving sentiment, and even the factors which the Chinese attach to the principle of faith in their obligations to their country, and their sense of duty and admiration. A nation of less importance than China and without her weight of accumulated prestige might be excused for rebelling against the implied superiority of foreigners, and still more so against the Chinese, who are in their hands; and although there is not a nation in Europe but what has availed itself of the services of distinguished foreigners, selecting them from among the best of their kind, the difference between China and the West is much greater than that between Western countries. In theory therefore it is easy to find ground for sympathy with the Chinese Government, and to find the interests of the State overlap all sentiment, and however respectable, and the action of the Chinese Government must be judged by its results, and not by its intentions, and its intentions. A general objection to wooden legs may have to yield to the necessity for wearing one; and it is the struggle between the national feeling and the need to adapt to the present phase of Chinese stratagems.

The importance which the Government attaches to the Navy is sufficiently attested by the large sums of money which it has expended on it; and the measures—of its strength and foreign—to which the Government has submitted in order to render it efficient. As the whole had to be created out of nothing, foreigners had to be employed to give it a basis of organization, and, as we have remarked more than once, considering the absolute helplessness of the Government, the faithful and valuable service it has rendered from the first day of its existence, it is not surprising that the Government has been most reasonable in its demands. The history of the Navy is well-known; it has been unveiled before our own eyes. Its attainments may be summed up in the proverbial saying, "It is a long way to go." In his second term of service, that with a free hand he would in five years make it fit for war. That he has spared no labour to redeem this promise is well known, and extractions from his reports will amply attest the steps made towards it. Unfortunately the "little knowledge" the Chinese caste have acquired has had the usual effect of making them more conservative and more suspicious of a foreign Admiral in joint command of the fleet, blocked the way of their legitimate ambition. The Chinese officers have been incessantly striving to render his position untenable, and have been successful in inducing fellow-fellows of equal learning as they are, have yet much to learn in seamanship, and the handling of such formidable and delicate machines as modern ironclads with torpede apparatus and all the rest.

capacity. As for the Chinese Admiral, he belongs to the old school, and though possessing all the personal qualities of a naval commander, science and technique are not his strong points. He is not even a very practical seaman to him. He must therefore henceforth be entirely in the hands of his subordinates, who will wield the power. This will make him a very weak figure, and will put him in an enviable position. As there is absolutely no one in or connected with the Chinese Government from the Emperor downwards who understands the science of naval warfare, the Chinese youth will now be subjected to no complete surveillance, and it is not casting any reflection on them to predict what will happen in the near future. The science of naval warfare will be little more developed. The best service in the world would be rapidly demoralized by such trying conditions, and we may be sure that within twelve months the state of the Chinese navy will be such that we need not have any further worry about it. And general cause will be efficient as they are in a destructive sense, will in this case be powerfully aided by special causes. The Chinese Admiral and his staff, and the officers he has had for the proximate object of the establishment of Home Rule in the service, the introduction of clan Government in the most powerful manner, and the training of a cadet of the Foochow School, and following the usual Chinese practices they have handed themselves against all the non-Foochow people, and many of the ships are manned by them, and many of the ships are driven by them. They will be driven, they hope to drive out every one who does not own allegiance to the clan, and the vacancies

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QUADRUPLE MURDER

The following narration of an event which he recently occurred here will illustrate the length of the journey which the Kureichians made, and which an unbridled lust for gain will carry out, and how little conscience men have and how little they care for the lives of others.

Two Kureichian traders coming from the head of the Poyang Lake to Kiating, chartered a small native boat. This boat, manned by the natives, was to take them on a journey to a city about Wuchon. Another boat, for a time off this latter city, was chartered by a number of Hunan soldiers who were going on board to take passengers to Hukow. The two boats, when they were about half way, all went to anchor. When they arrived at Takung-fang, at the head of the lake, the Hunan soldiers placed all boats coming out of the Poyang Lake under guard. The Kureichian boat must pass the Customs and pay tonnage duties. The Hunan soldiers, however, refused to let the Kureichians pay their passage money, amounting to about a silver dollar. They refused to let them go, and they were together to about a saying of cash. The Hunan soldiers, then, said they had no money, but the boatmen persisted in saying that they had money for the purpose. After a good deal of hard language had been exchanged, the soldiers said they could not pay before arriving at Hukow, as they had no money. The boatmen, however, would not let the boat go, and, now came upon the scene and offered to pay the passage money. The Hunan soldiers then required more of money upon condition that they repaid it when they arrived at Hukow. The boatmen refused to do this, and they profane their oaths, saying that they would not let the boat go. The Hunan soldiers, then, in a fit of madness of heart and generosity. The boat was finally cleared by the Customs and passed safely to Hukow, at that separated it from Hukow. The Hunan soldiers, however, did not let the boat go, and they made their way to the boat and made their way to the boat. The Hunan soldiers, then, in a fit of madness of heart and generosity. The boat was finally cleared by the Customs and passed safely to Hukow, at that separated it from Hukow. The Hunan soldiers, however, did not let the boat go, and they made their way to the boat and made their way to the boat.

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**POSTAL SAVINGS BANKS
IN JAPAN.**

We find in the *Yei Shing-pao* an interesting table showing the remarkable development of the Postal Savings Bank system in Japan. Started by the Government with the two-fold object of encouraging a disposition to save and collecting into profitable account the tiny contributions of the masses, there is now a rate savings scheme at first attracted very little attention. In 1875 when the Post Office Banks were established, only two thousand people took advantage of the scheme. In 1880 the number had increased to 20,112, yet of which 5,539 yen was drawn during the year, leaving only 15,573 yen at the beginning of 1876. The number of depositors increased steadily, as appears from the following table:

1876.....	yen	41,816	1883.....	yen	21,876
1877.....	yen	123,000	1884.....	yen	55
1878.....	yen	135,000	1885.....	yen	1,000
1879.....	yen	294,000	1886.....	yen	35
1880.....	yen	294,000	1887.....	yen	100
1881.....	yen	322,000	1888.....	yen	10
1882.....	yen	1,935,000	1889.....	yen	50

Something of this remarkable development has been the result of the employment of sums safely in trade or manufacture, under present circumstances in Japan. But in the future must be taken as an evidence of an increasing effective desire to accumulate, and to invest in the future, the savings banks at Tokyo, and Baku (Shimonoseki). In Tokyo the number of depositors in 1896,000 and the total deposited 10,400,000 yen. In Osaka and

together the number of depositors is 441,000, and the total deposits are 1,000,000,000 yen. The average deposit is about 2,267 yen, or about 30 yen for each depositor. While in Osaka and Yokohama it is only 21 yen. The *Jiji Shimpo* says that the depositors are neither very poor nor very rich people, but are generally middle class, and that the bulk of the deposits are from the middle class of the country. That there are few of the lowest classes among the depositors is proved by the fact that the bulk of the deposits has undergone no diminution despite the depression among the lower classes caused by the comparative failure of the rice crop last year. It is certainly true, the *Jiji Shimpo* says, that the postal savings banks have been the means of collecting and rendering service to the masses of the people, and that the small amount which would otherwise have remained scattered throughout the empire, and incapable of serving any useful end—Japan Mail.

HONGKONG

[illegible]

floating in the Harbour, near the Douglas Wharf, on the 8th inst.

Among the passengers who left on the 8th inst., was a Chinese, named *Idjoo*, were the Hon. A. Lister, for Japan, and the Hon. W. M. Goodman, for London.

A notification in Saturday's *Government Gazette* that the Hon. the Acting Secretary had recognised Mr. Allatou O'Driscoll Gordon as Acting Consul for Siam from the 80th June vice Mr. W. G. Brodie temporarily absent.

It was notified in Saturday's *Gazette* that His Excellency the Officer Administering the Government has appointed provisionally Mr. George Howard to be Acting Deputy Superintendent of Police and Acting Adjutant with effect from the 7th inst.

Sir Richard Bonnie, Chief Justice of the Supreme Court, for China and Japan, and Mr. Wilkinson, Crown Advocate, arrived yesterday morning on the steamer "Humbly" from Shanghai, en route for Australia, where they purpose spending a short holiday.

A fatal accident befell a coolie in Museo's Goods Store, on the 4th inst. The coolie, who was carrying a box, weighing about 200 lbs, up some stairs, he overbalanced himself and fell a distance of ten feet, the box falling upon and killing him instantly.

It was notified in the *Gazette* that Mr. G. G. Graham, standing on the remaining portion of Island Lot No. 173, was offered for sale by public auction by Mr. J. M. Armstrong, when it realised 38-4-0.

The condition of the real property

[illegible]

TEAM.		TEAM.	
Dr. Lovede	..... 4	Mr. Mitchell	..... 1
Capt. Ramsey	..... 0	Mr. G. Stewart	..... 1
Dr. Goss	..... 0	Capt. Irvin	..... 1
Mr. Goss	..... 0	Mr. Goss	..... 1
Mr. Justice	..... 4	Mr. Grant	..... 1
Mr. Clark	..... 0	Mr. Goss	..... 1

The brother of the late Sir Sigmund, who was formerly as Frigate Bismarck, and sailed for Saigon, arrived here on the 3rd inst. by the *Davao*, bringing with him the body of his brother, who was killed by the Japanese during the recent attack on the Philippines. The body was brought to the United States by the *Davao*, and was buried in the cemetery at Manila. The body was brought to the United States by the *Davao*, and was buried in the cemetery at Manila.

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the succeeding steps will be taken

As important addition to the hotel came from Jueco has just been made. The "Boa Vista Hotel" is a new building with twenty bedrooms, situated in the heart of the city. The new hotel was opened on the 1st inst. The numerous visitors to the Holy City will now be always sure of excellent accommodation in a hotel where their comfort will be day and night. The hotel was designed by the design and under the supervision of Mr. A. Dunlop.

We learn from Maceo that the difference between the Government and the merchants with regard to stamping the latter's books with a Government seal, has been disposed of amicably; the Acting Governor suspending the order pending instructions from Lisbon.

The Chinese have closed their shops and sent in to the Government a petition with over 300 signatures praying the Government to repeal the order and the Acting Governor has suspended the order until further instructions arrive from Lisbon. Since then the Chinese have reopened their shops, and the market has been very busy.

The Chinese, however, whilst prices went up considerably, has resumed its normal condition to the satisfaction of all concerned. The Colonial Secretary, who had no concern with the matter, has been informed of the Chinese in their resignation, which was accepted. The Fiscal of Canton, who had been at Macao, owing to the above and other questions, left on Wednesday morning for Hong Kong, and the Chinese Fiscal, who the Chinese kept on firing salutes in his honour.

CHINA.

AMOI.

July 18.

The weather here was becoming very warm, but during the last two or three days it has been pleasant and bracing. Last Sunday a typhoon was quelled from Hongkong, but it did not affect this port beyond a slight atmospheric disturbance—heavy squalls, steadily barometer, and extremely dull and oppressive weather, which finally terminated on Monday evening with a heavy downpour of rain and general discomposure of temperature, clouds having cleared and summer skies, gentle breezes, and moonlight nights.

On Tuesday afternoon Mr. Rosenbaum, of the Customs here, left for Shanghai in the steamer *Chi Yuen*, and being on board for twelve months, will proceed to his home in Austria. We wish him bon voyage.

The steamer *Taipei* arrived here this morning from Hongkong and we hear that it is her last trip on this run as she has been sold to the Japanese. She left in the afternoon for Japan via Tsingtao. But we hope to see her again and officers row again, soon.

C. J. H. H.

FORMOSA.

Taiwan, 1st July.

A short description of the fort which *Tsunt Hocht* has built to the south-east of the harbour, here may be of interest to some of your readers.

About 200 feet from the nearly perpendicularly some the top of this the fort is built

inside side of the hull, with 333 cemented aloft, leads up to a place in the rear where the baronnets for the carrion are, surrounded by a high stone wall. The horses here are built in regular rows, and are all of the same size, and of the same kind. At a distance wall is being bored here; they are drawn up to 70 feet now. From the baronnets a rather high flight of the full stone steps leads up to the levelled top of the hill, where the baronnets are.

The battery in front is 200 feet above the sea level, with a very fair range out to sea and able to fire down in the harbour to about the level of the water. It is a very good battery, with a bomb-proof building for muzzles. About 100 feet further back and a little to the seaward is another battery some 40 feet higher than the front one; it is built in the same way with a bomb-proof building for muzzles.

Both batteries are armed with breech-loading Armstrong guns of the last new pattern and with all modern improvements, supplied by Messrs. Jardine, Matheson & Co. They look excellent and are in fine order.

I have no technical knowledge of this sort of

work, but it seems to me that all the arrangements which I saw, when I was courteously invited to look over it, are highly satisfactory. I do not think that the Government which ordered it to be done.

Although it takes an experienced eye to find out from seaward there are guns at all the places where the boats will be, and from that side the new harbor buildings, surrounded by the ore-dredged stone wall, with vaulted gate-way, have quite picturesque appearance. There is a lovely view from the dock over the water to the hills.

Within the next few months the 7th Chinese month the new company will take charge of the Government coal mines, as near as I know. This idea is to open a new mine in the vicinity of the railway line, and to build a new road to it, and to establish a good communication with the shipping in the inner harbor. The old Government mines at Pak-Tow seem to be nearly worked out, but, if the new mine is opened, it will be in a few months of years until the new mine can be put in working order.

It is about time that something is done; over my shoulder I see the new mine and the new ship, and I am glad to see that the Government has been exported, except to the arsenals in Foochow and Shanghai and nearly all that was sent to Szechwan has been sincerely had shut.

It is all their way last year and applied bad coal for good money, as there was no competition, and went on in such a manner that Kelong

The Chinese official who is in charge of this bureau says that he may find out some day that he is a diet-collector, but he says that he is not. He says that a diet-collector was short a few hundred cents, something much less than a dollar. They condemned the diet-fellow to 200 strokes, with a whip, and he was sent to the prison to work his good family, then went out and drowned himself. As fortunately his father is a mandarin of some standing in Taipei, he, the whole political matter was dropped before any justice was done by the Governor.

Mr. A. M. Marcus, chief engineer of the steamer Cosco, died on the 22nd June, after a few days illness. He was a native of Shanghai, and was a longshoreman when about 40 years old. A Christian community and the officers from the ship helped him here in his new country as well as he could without any special malice on the part of the Chinese. He was buried by the Chinese authorities last year, as it consists of a bed of rocks with only from one to three feet of mud over it, so he says that there may not have been much to rest on, and that it might be difficult to find a resting place there.

In this connection I can mention that on the whole there is very little sickness, excepting that which is due to the heat of the weather. The Chinese in his words raised up from the ground and the Chinese employees, and the consequence seems to be that they have much more than their lawful share of fever and other ailments.

machine is now at full work in Twatutia. It will be a great boon to all, especially when railway gets finished. Nothing more worth noting this time. It is of local interest to us that a late member of the missionary societies has relieved a felt want here by establishing himself as a bread and baker in Twatutia.—*Mercury* correspondent.

The U. S. paddle gunboat *Mon-*
A. Minister. Colonel Denby, o

Shanghai on the 29th. A pack of twelve thousands came out in the Chinese steamer *Lenshaw*. The animals were packed in a healthy condition, though some of them are rather thin.

The steamer *Anshan Maru* succeeded in getting off Gravesend Island in the Yangtze on Wednesday night, the 29th, and sailed for Shanghai on the 30th. She is eight days' run to Shanghai, and will arrive on the 7th or the 8th. She has since gone to the Old Dock and examination shows that she has remained no injury.

After midnight on the 29th, the Yangtze river was dark with boats in an alleyway south of Gravesend Island, between Shantung and Shiaoan. The flames were confined to those boats, and the fire did not spread. The buildings which were enclosed in fire were the *Shiaoan* and *Shantung*. There were Myburgh, Dowdall and the agents of the property company.

switch-back railway line is being established at the same time.

Mr. Arthur Hoffe, who has had large experience in similar undertakings and has recently scored a great success at Tokyo, from a correspondence published by the local papers the following day, has been secured for the important and important role of the project.

A meeting of the Yangtze Insurance Association, Limited, was held at Shanghai on the 2nd inst. for the purpose of discussing the proposed project, which was the same as was presented on the 7th May last, were adopted. It was resolved that the books, accounts and documents of the Company and the names of the members be sent to the new association.

An accident occurred at Shanghai on the morning of the 1st inst., resulting in the drowning of a young man, Mr. Heart down to "The Continent" with a friend for a swim. The deceased was an out some little distance, and on turning back he was seen to be in difficulty. His friends, who were with him, attempted to rescue him, but with hampers were unsuccessful. His body was recovered shortly afterwards. At the request the jury recommended they should be buried in the Yangtze River, and the deceased had only arrived at Shanghai five days before and anticipated staying a month.

The *N. Y. Daily News* of the 2nd inst. says:— "We learn from Wanchow that the people there are leaving for Shanghai in great numbers, and are carrying out a search and consequently very poor. To relieve the distress, the officials open the public granaries on the 30th ult., and then the people rushed to them before daylight. Unfortunately the granaries were full of rice, and the people were not informed. If the people had

...to get over the next fortnight all will
well again. Such has been the distress that
the paupers look for no room left to store their
children. So far, the people are quiet, while the
officials are in a manner helpless.

A Shanghai native paper says:—Two not
less leaders of the secret society in the Anhwei
provinces have been executed by the Provincial Governor. They
to them had a very bad record, and had been
punished by the authorities for a long time, but
they had always managed to escape and sent back
to the provinces. One of them, a man named
Kang K'uei-hua, was a perfect terror of the Yangtze
region and was known popularly as the "Eight
armed Catfish of Iron Gull," on account of
his ferocity. The other was a man named
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armed Catfish of Iron Gull," on account of
his ferocity.

The Chinese newspaper reports that the
Minister of the Interior, Mr. Liang, has
written to the Governor of the Yangtze
region, Mr. Liang, that it is difficult to say too much good
of the missionaries and their work. He says that
the missionaries are doing a great deal of good
work, but that they are also doing a great deal of
harm. He says that the missionaries are doing a
great deal of good work, but that they are also
doing a great deal of harm. He says that the
missionaries are doing a great deal of good work,
but that they are also doing a great deal of harm.

The following remarkable dream story is published by the *N. C. Daily News* — A lady resident of Denzilby had performed a long and arduous journey, civilizing, educating, and building care of helpless thousands.

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The long prayed for rain has come at last. Ever since daylight it has been descending in sheets on the parched soil, cheering the hopes of the farmer and cooling the sultry air. It does not give much promise of continuance though, for the sky is already clearing, and a high wind is springing up from the wrong quarter, and if it hold the grateful showers will be over in an hour or two.

In accordance with the instructions issued

recently to Governors-General
of provinces; H.E. Li Hung
and officials to inspect the

district, in the south-west of his province, Shan-Ti-foo and Kwan-Ping-tsoo. The workings in the latter district, known as the Tse, Chew-Ming, have been found the best, giving out 100 to 150 tons of tin to the acre, and within easy reach of a fine water highway, and the railway, if built either to Hupoh or Kiangsi, will run close to them. The value of the tin-mines, therefore, is very great. The Chinese Baron H. Anderson, Mr. James Henderson, and others equally reliable, and H. E. Armstrong very sanguine anticipations of their successful working. The only weak point in the tin-mining industry is the want of capital. The Chinese are timid of investing their savings, and foreigners won't touch it, unless the sole management of the concern is guaranteed them. However, H. E. Armstrong has been looking for the subject, and it is expected that some arrangement will

be come to, for the authorities at Peking do not seem very hostile to the idea of the mines being sold to the Japanese.

It would seem as if all the obstacles, but the question of capital, had been removed from the fulfilment of the railway scheme at Peking, and even now there looks no prospect of the Japanese Government's making any definite decision that a State Loan of 20 million or 30 million Taels will be issued for the purposes of belonging the scheme to a head.

It is true, but no decision has so far been arrived at—*Mercury* correspond.

The *Chinese Times* says:—Upon the exhibition of the Edison phonograph to the Chinese Government, the Chinese Minister, Mr. Chen, the representative of Messrs. Krupp & Co., of Shanghai, H.E. was pleased to designate a proper name to the wonderful machine.

He has designated it as the "talking or sound preserving machine."

He was highly pleased with the wonderful invention, and spoke in eulogistic terms of the machine.

The *Independent* at Taku writes to the *Daily News* under date the 23rd June:—The two dredgers put together by Monsieur Kellard Lavergne at Taku, for service on the Yellow River, have been towed to the anchorage at Tientsin to be towed to her destination on the return of the French syndicate steamer *Saint-Cham*, expected in a few days from Port Arthur, the dredgers being in the river to be towed to the anchorage with another barge, and with well informed natives who were this morning paraded along the water bank of the river at Taku, the occasion being the passage of the Victory II.

The dredgers are being towed by the tugboat *Le Jule* at anchor off the Taku bar. The

Excellency is expected back from his tour of inspection this afternoon.

For other material see Supplement.

MEMORY. LOISTETS'S SYSTEM.—
I attended your lectures in Cambridge and I am glad to state that the possibility of improvement to memory which they open up.—
S.N. INGLE, M.A., M.D., Cambridge University Lecturer in Midwifery (Jan. 1869).—
I intend to translate your writing into Chinese.—
Rev. G. E. COCHRAN, M.A., Rector, of Leeds. (Hand letters by post).—
Great advantage to strong memory: incalculable aid to weak one.—
Dr. J. M. BUCHAN.—
Able to give gist of observations regarding this.—
R. M. MACDONALD, B.A., Oxon; M.A., Sydney.—
An excellent travelling companion.—
CAPTAIN J. B. HAYK, R.N.—
"Invaluable."—
J. J. FRANKIS, Q.C., Hong-Kong.—
Does not include much.—
"Edinburgh, 23rd Oct.—
"Interest in lectures unparalleled.—
"Oxford Review, 1st March 1869.—
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Two Pupils 21s. 4s. each.—
Fruitful. Ld. 17, New Oxford Street, London, E.C. 4. [1435]

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SUMMER TIME TABLE.

WEEK D A Y S.

8 to 10 a.m. every quarter of an hour.

1 to 2 p.m. every half-hour.
4 to 8 p.m. every quarter of an hour.
THURSDAYS NIGHT TRAMMALS 10.30 and 11 p.m.
SUNDAYS
CHURCH TRAM at 10.40 a.m.
12 (Noon) 2 p.m. every quarter of an hour.
3 to 8 p.m. every quarter of an hour.
9 p.m. 10 p.m. 10.30 p.m. 11 p.m.
SPECIAL CARS may be obtained on application to the Superintendent.
Single Tickets are sold in the CASTLE FIRE
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THE AMERICAN MAIL.
The P. M. steamer *City of Peking*, with mails,
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on the 12th inst.

THE GERMAN MAIL.
The N. L. steamer *Sachsen*, with the German
mail, dated Berlin 10th June, left Singapore on
the 8th and is due on the 13th inst.

THE INDIAN MAIL.
The Indo-China steamer *Kuluan*, with the

ext Indian mail,' left Singapore on the
mon of the 7th, and is due here on or

THE FRENCH MAIL.
The M. M. steamer *Yvonand*, with the French mail of the 13th of April, left Singapore on the 14th and is due on the 15th inst.

THE CANADIAN MAIL.
The C. P. steamer *Essex*, with the Canadian mail of the 21st June, left Yokohama on the 8th inst., via Nagasaki and Shanghai.

MERCHANT SHIPS.
The Glen Leno steamer *Chetopa*, from London, left Singapore on the 14th and is due on the 19th inst.

The C. S. S. Co's steamer *Palmira*, left Singapore on the 14th and is due on the 16th inst.

The C. S. S. steamer *Lorette*, left Singapore on the 6th and is due on the 12th inst.

The D. D. R. steamer *Krimbold*, left Singapore at 4 p.m. on the 6th and is due on the 12th inst.

The P. & O. steamer *Thistal* left Bombay on the 8th inst. at noon.

POST-OFFICE NOTICES.

The Postal Guide for 1880, revised to date will be found in the *Chronicle* and *Directory* for 1880. This is the only authorised complete summary of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the only published source each day in our *Extra*, which is always corrected to a much later hour than that given above.

A MAIL WHEEL CHASE.

For Swatow, Amoy, and Tamsui. — For *Formosa*, to-day, the 10th inst. at 10.30 A.M.
 For Manila. — For *Salcedo*, to-day, the 10th inst. at 11.30 A.M.
 For Amoy and Manila. — For *Meining*, to-day, the 10th inst. at 2.30 P.M.
 For Swatow and Manila. — For *Brama*, to-day, the 10th inst. at 2.30 P.M.
 For Amoy and Manila. — For *Dispatch*, to-day, the 10th inst. at 3.30 A.M.
 For Haiphong. — For *Blue*, to-day, the 10th inst. at 5.00 P.M.
 For Swatow. — For *Felicite*, to-morrow, the 11th inst. at 10.30 A.M.
 For Amoy. — For *Anjou*, to-morrow, the 11th inst. at 3.30 P.M.
 For Nagasaki, Kobe, and Yokohama. — For *Verona*, to-morrow, the 11th inst. at 5.00 P.M.
 For Straits and Bombay. — For *Vesta*, on Saturday, the 12th inst. at 11.30 A.M.
 For New York. — For *Port Fairy*, on Saturday, the 12th inst. at 4.30 A.M.

For Shanghai, Kobe, Yokohama, and Vancouver, *Per Argosini*, on Wednesday, the 19th inst., at 11.30 A.M.
For Kobe, Yokohama, and San Francisco—*Per City of Peking*, on Saturday, the 19th inst., at 1.30 P.M.

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